

WORLD-WIDE EXCELLENCE IN TRAINING



American Airlines Training Corporation

A Message From the President

In October 1978, American Airlines Training Corporation (AATC) was established as a wholly-owned subsidiary of American Airlines, Inc. At that time, we were a part of American's forty-year history of airline crew training and had been responsible for training crews of over 75 airlines and numerous corporations.

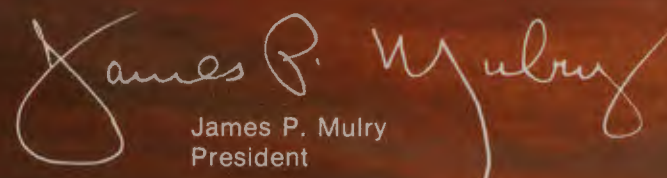
Our Dallas/Fort Worth, Texas-based organization today has grown to include the very successful Sikorsky S-76 and Boeing 737 training programs. Our ground school, flight simulation and flight phases of instruction continue to be of the highest quality.

Our superior simulator engineering team continually maintains all AATC training equipment to the fullest possible certification. This group also designs and builds sophisticated training devices for customers throughout the world, as well as for our own use.

AATC's United Kingdom subsidiary, American Airlines Training Limited (AATL), became operational in 1981. Located near Gatwick Airport in England, the facility was established to accommodate the future growth of the European, Middle Eastern and African carriers.

To date, AATC employs more than 250 people. Each is a conscientious professional dedicated to making our organization the best in the field.

I am proud of American Airlines Training Corporation and our employees. It is my hope that you will recognize the excellent programs and facilities we present in this brochure. Our goal is to offer you, the customer, the finest training programs possible, under the supervision of a highly qualified staff, using the most advanced equipment available in today's market.


James P. Mulry
President



Philosophy and Methodology of Training

American Airlines is recognized throughout the world-wide aviation industry as a leader in flight training. At American Airlines Training Corporation (AATC) in the United States and American Airlines Training Limited (AATL) in the United Kingdom, we apply airline philosophy and methodology of training to provide instruction for airline, corporate and private operators the world over.

We stress the principle of individualized training. Our experts have developed specific behavioral objectives (SBOs) that identify, in accurate and standardized form, precise tasks the student must perform. The result is a self-pacing system that permits each student to proceed at his or her own best learning rate with a minimum of instructor supervision.

American's training philosophy, developed through the application of these SBOs, is to complete all training on a "to proficiency" basis. That is, a student must demonstrate proficiency in one phase of the training process before moving on to the next. By using a succession of equipment that progresses from the classroom to the aircraft cockpit, the student gains invaluable "hands on" experience in learning by doing.

The methodology of training is based on a building block concept, with emphasis on thoroughness and completeness. The first block is our audio-visual tutorial system, centered around study carrels that allow students to view slide-tape/videotape material at their own pace.

Next, the student moves to the systems trainer to begin "hands-on" training. Each systems trainer such as hydraulic or electrical is represented just as it appears in the cockpit, so that the student can visualize systems reactions in the aircraft during normal and emergency procedures.

After mastering this phase of instruction on each individual system, the student advances to the cockpit procedures trainer (CPT), a computerized, full logic "procedural" trainer in which almost all normal and emergency procedures can be practiced, except those requiring motion cues. This process is repeated until all systems have been covered.

The final block of instruction is the flight simulator, the student's initial "flying" experience in a "new" aircraft. Only after demonstrating proficiency in the simulator and in all preceding blocks of instruction is the student considered ready for the aircraft.

Most training is accomplished on a two-to-one student/instructor ratio. Experience has shown us that this concept permits instructors to establish a much closer and more effective relationship with their students.

Our highly qualified program development staff of writers and audio-visual specialists provide the latest in instructional materials. Specialized courses or customized programs can be developed for an individual airline or operator.

Dedicated instructors teach all phases of ground school, simulator and aircraft training. The ground school-to-CPT-to-simulator and finally to the aircraft sequence allows excellent continuity of training.

We're proud of our position of leadership in the field of aviation training. We make full use of the very latest techniques and technology to produce the most proficient, motivated crew members in the aviation community.

Ground School



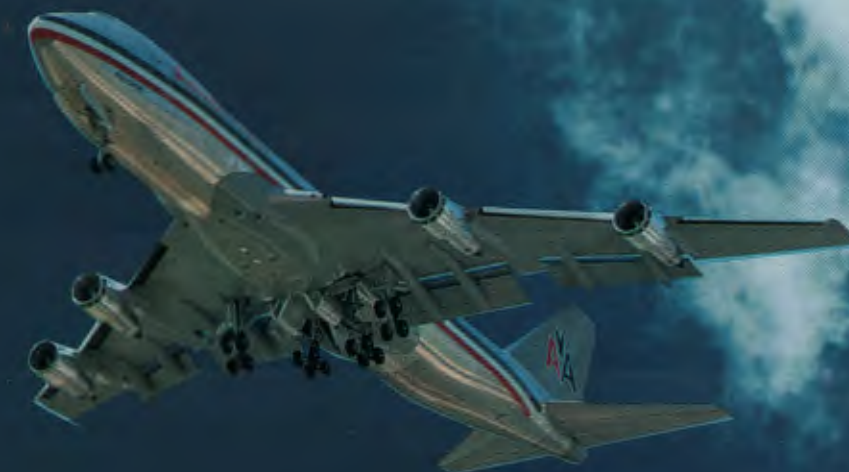
A sound foundation in any learning process begins in the classroom. American's experts recognize that as individuals learn at different rates, an inflexible schedule and large classroom situation can actually slow the learning process. Our facilities are designed to provide an atmosphere of *individualized* instruction.

The audio-visual tutorial (AVT) phase of ground school centers around the learning carrel, a study cubicle that allows the student to view slide-tape/videotape material that has been developed through a careful analysis of tasks. Each carrel is equipped with response keys to select answers, stop, pause and reverse controls. An instructor is available to answer questions if the student should have a problem with any section of the audio-visual presentation.

After reaching proficiency in the AVT segment, the student progresses to the systems trainer for the first

element of "hands on" training. These unique systems trainers employ the latest technology to achieve effective procedures training. Switches, knobs and dials on a 1:1 ratio duplicate the cockpit for normal and emergency procedures training, with system faults introduced by the instructor.

The final block of ground school instruction is the cockpit procedures trainer (CPT), considered a bridge between ground school and the simulator. The CPT is a physical duplicate of the cockpit in appearance, dimensions, controls and instrumentation. It is a "procedural" trainer in which almost all procedures can be practiced except those requiring motion cues. CPT training provides greater efficiency in simulator time, while allowing the student to become familiar with a new flying environment. It is introduced progressively into the program on a system by system basis to assure maximum "hands on" training throughout the ground school phase.



Simulation/Flight



American's fleet of sophisticated flight simulators is a source of great pride. The quality of instruction that students receive from these earthbound "aircraft" is second to none in terms of safety, learning efficiency and economy.

The safety aspect of modern simulator training is immeasurable. The student can practice many flight maneuvers in a safe, controlled environment that cannot be attempted in the aircraft.

In the flight simulator, students are able to concentrate totally on the business of learning. They gain confidence by becoming familiar with new surroundings without the conflicting air and radio traffic present in real flight situations. The instructor is able to greatly enhance the learning impact by "freezing" or stopping the simulator for instant review of performance or for quickly repeating key exercises.

The cost of flying a simulator is only a fraction of the expense of flying an aircraft. Savings are great in fuel, a factor that has ever increasing importance today. Training time is significantly reduced, as well as flight time in the aircraft. Also, the simulator virtually eliminates air traffic congestion, noise and air pollution and most importantly, the safety problem that is generated when training in the aircraft.

We consider the simulator the consummate training device. But the true test of the simulator's effectiveness as a training tool is the proficiency of the crewmen it produces. As evidence, we proudly point to the safety and performance record set by American Airlines through the years.

Through highly efficient use of flight simulators, American Airlines has been able to reduce the average aircraft training time from twenty hours only a few years ago to less than two hours today.

We are constantly examining new and improved methods to reduce training time in the aircraft to reach our ultimate goal of total simulation in flight training.

AATC Training Programs



B707, B727, B747, DC-10

American offers initial, transition or conversion and recurrent or refresher training programs for pilots and flight engineers at the American Airlines Flight Academy in Dallas/Fort Worth, Texas. Also available are cabin emergency evacuation training (CEET), flight attendant training and maintenance training, as well as administrative services. Any program can be tailored to meet the customer's needs and requirements.

B737

American Airlines' newest program features a computer generated image three axis simulator, cathode ray tube computerized systems trainers, and a digital computer controlled cockpit procedures trainer. In the Boeing 737 program, we use the most modern educational techniques with emphasis on individualized instruction and interaction between the pilot and instructor. The result is a compact, efficient initial or transition course for the Captain or First Officer candidate.

Cessna Citation

American Airlines, the first with Citation simulator training, continues to offer a full range of programs in support of the corporate operator.

Courses include initial and transition Captain training, initial Co-pilot and Co-pilot upgrade training, twelve and twenty-four month recurrent training, along with specialized FAR 135 training and initial and recurrent maintenance programs. Special programs such as Check Airman training, crew emergency evacuation training, long-range navigation, and weather radar are also offered to the Citation operator.

Each Citation course is FAA approved and American Airlines standards are maintained. A typical course includes the audio-visual tutorial (AVT) method of classroom instruction, a computerized cockpit procedures trainer (CPT) and a three axis, full day/night visual simulator.

Since training is conducted "to proficiency", each student is assured of receiving that instruction necessary to achieve a high level of safe, efficient performance.

American Airlines Helicopter Training



American Airlines has brought its expertise in ground school and simulator training to the helicopter community with transition and recurrent pilot and maintenance training for the new twin turbine Sikorsky S-76 helicopter. Situated in an ideal area for flight training, West Palm Beach, Florida, American Airlines and Sikorsky Aircraft have joined in building a new facility which incorporates the latest state-of-the-art training devices. Included is a six degrees-of-freedom motion base simulator with a five window computer generated image visual system.

Pilot ground school is conducted through the use of individual carrels developed and manufactured by AATC. This self-paced instruction is important in minimizing transition time and maximizing learning retention.

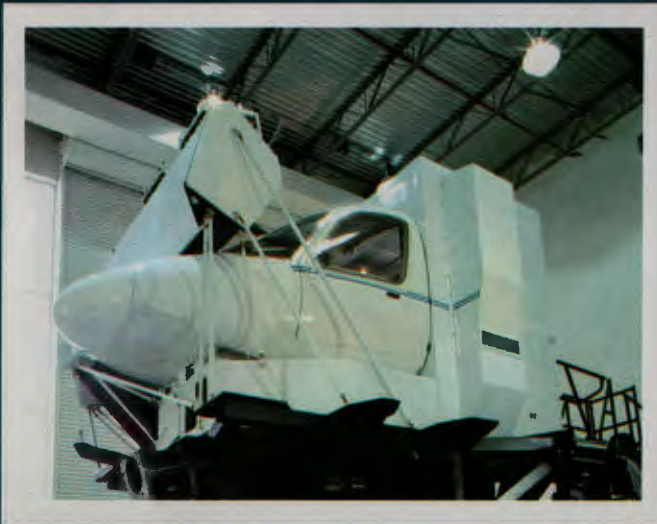
Four systems trainers, covering the automatic flight control, hydraulic, electrical and fuel systems, provide hands-on systems training and familiarization for both normal and emergency procedures.

The configuration of the cockpit procedures trainer (CPT) creates a realistic learning environment for the new S-76 pilot. Over 140 emergencies can be practiced here and most of the normal and emergency procedures that do not require motion cues can be learned before moving into the ultimate training device, the flight simulator.

The simulator, with the latest motion technology and a full range of visual displays creates an illusion of flight important to realistic flight training. The ability to simulate emergencies and practice maneuvers that cannot be done in the aircraft produces a far superior pilot.

Modern educational techniques are also utilized in the maintenance training program. Many of the training devices used in the pilot program are available for use by maintenance technicians. An actual S-76 helicopter allows maintenance students to get hands-on experience before going to work on their own aircraft.

The West Palm Beach training facility, the first in a series of training facilities planned to support the helicopter industry, is the finest of its kind in the world.



AATL Flight Training Centre

American Airlines Training Limited, the United Kingdom subsidiary of AATC, began operations in 1981 at its Flight Training Centre immediately adjacent to London's Gatwick airport. The facility was designed to provide full service flight crew training for international and domestic carriers the world over.

The centre maintains a complete ground school featuring American's audio-visual tutorial (AVT) method of learning, as well as computerized full-logic cockpit procedures trainers (CPTs) and the latest state-of-the-art simulators.

The first program offered is a complete DC-10 syllabus in both the ATLAS and McDonnell Douglas configurations. The heart of the learning process is a new six-axis hydrostatic jack system DC-10 simulator with a four window SP 2 full daylight visual system.

While the simulator is considered the ultimate training device, other features of the Gatwick facility include two CPTs and eight systems trainers for the four DC-10 systems, all manufactured by AATC. Each of these second generation trainers has a cathode ray tube schematic display of each aircraft system and includes a panel for the instructor to induce faults into the system for the student to correct.

Evaluations of new aircraft programs and simulators are constantly being reviewed for the Gatwick training complex. The AATL centre is an innovative concept and gives carriers using the facility the most modern and technically advanced equipment in operation in the industry.



Equipment Capability



Flight simulators and integrated systems play an important role in all of AATC's training programs. Through the expertise of the simulator design, maintenance and engineering group, our complement of simulator and visual systems have one of the highest reliability records in the industry.

American's simulators are capable of flying sixteen hours a day, 365 days a year, with a reliability rate of over 99%. They are continually maintained by the simulator engineering department to the fullest FAA or CAA certification possible, with line aircraft or operational changes immediately incorporated to insure fleet commonality.

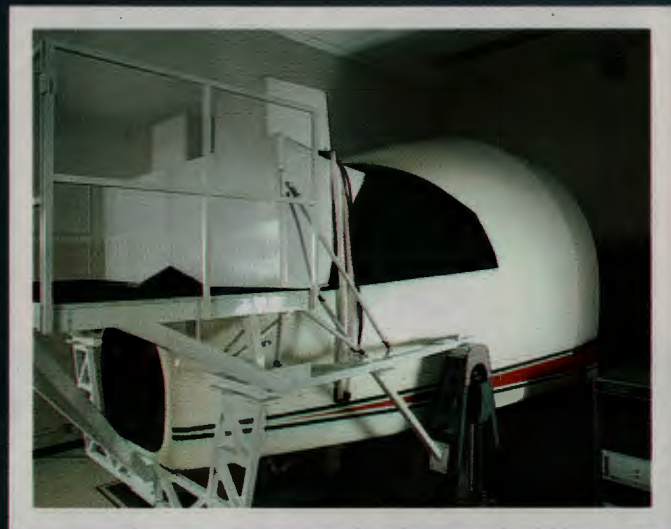
The academic training systems created by American allow optimum emphasis on individual instruction. Audio-visual systems present slide/tape information simultaneously in study units that both teach and test.

Systems trainers, built by AATC engineers for our B737, S-76 and DC-10 programs provide the step-by-step process needed for complete systems knowledge. The trainers use cathode ray tubes for graphic presentations. Each incorporates an actual system instrument panel to be used by the student to learn the operation of that particular system.

AATC has designed and built sophisticated cockpit procedures trainers (CPTs) at varying levels of functional complexity suited for many learning tasks. The advanced S-76 CPT is driven by a modern digital computer and contains full instrumentation. It was developed and constructed by AATC for our Sikorsky helicopter training center in West Palm Beach, Florida. CPTs have been produced for other aircraft such as the B737 and B727, DC-10 and Cessna Citation.

American's simulators and integrated systems have been in constant use and their designs have been improved throughout the years. The result is a safer, more efficient and economical method of training crew members to fly today's larger, faster and more complex aircraft.

AATC has the expertise to design and construct hardware and software to meet the specific training requirements of your organization.



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